

reaching his 60th birthday. *DENIAL, July 22, 1998, Exemption No. 6799*

Docket No.: 144CE

Petitioner: Sino Swearingen Aircraft Company

Sections of the FAR Affected: 14 CFR 23.25; 23.29; 23.235; 23.471; 23.473; 23.477; 23.479; 23.481; 23.483; 23.485; 23.493; 23.499; 23.723; 23.725; 23.726; 23.727; 23.959; 23.1583(c) (1) and (2), Appendix C23.1, Appendix D23.1, through Amendment 23-52

Description of Relief Sought/

Disposition: To allow type certification of the Sino Swearingen SJ30-2 390 airplane without an exact showing of compliance 14 CFR part 23 requirements, subject to certain conditions and limitations. *GRANT, June 29, 1998, Exemption No. 6791*

Docket No.: 29041

Petitioner: Estumkeda, Ltd

Sections of the FAR Affected: 14 CFR 47.65

Description of Relief Sought/

Disposition: To permit the petitioner to obtain a Dealer's Aircraft Registration Certificate without meeting the United States citizenship requirements. *DENIAL, June 23, 1998, Exemption No. 6793*

[FR Doc. 98-20632 Filed 7-31-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

RTCA, Inc., Government/Industry Free Flight Steering Committee

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. Appendix 2), notice is hereby given for an RTCA Government/Industry Free Flight Steering Committee meeting to be held August 19, 1998, starting at 1:00 p.m. The meeting will be held at the Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC, 20591, in the Bessie Coleman Conference Center, Room 2AB.

The agenda will include: (1) Welcome and Opening Remarks; (2) Review Summary of the Previous Meeting; (3) Report and Recommendations from the Free Flight Select Committee on a Restructured Flight 2000 Program; (4) Report on the status and plans for the GPS/WAAS Sole Means Risk Assessment; (5) Other Business; (6) Date and Location of Next Meeting; (7) Closing Remarks.

Attendance is open to the interested public but limited to space availability. With the approval of the co-chairmen,

members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the RTCA, Inc., at (202) 833-9339 (phone), (202) 833-9434 (facsimile), or dclarke@rtca.org (e-mail). Members of the public may present a written statement at any time.

Issued in Washington, DC, on July 27, 1998.

Janice L. Peters,

Designated Official.

[FR Doc. 98-20631 Filed 7-31-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA 98-4075]

General Motors; Grant of Application for Decision of Inconsequential Noncompliance

General Motors Corporation (GM) of Warren, Michigan, determined that some of its 1997 model Chevrolet Corvettes failed to meet the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 124, "Accelerator Control Systems," and filed an appropriate report pursuant to 49 CFR Part 573, "Defects and Noncompliance Reports." GM also applied to be exempted from the notification and remedy requirements of 49 U.S.C. Chapter 301—"Motor Vehicle Safety" on the basis that the noncompliance is inconsequential to motor vehicle safety.

Notice of receipt of the application was published on September 16, 1997, and an opportunity afforded for comment (Docket No. 97-58, Notice 1; 62 FR 48708).

Paragraph S5.2 of FMVSS No. 124 requires the throttle to return to idle position within the time limits specified in S5.3, whenever any component of the accelerator control system is disconnected or severed at a single point. S5.3 requires return to idle within 3 seconds for any vehicle exposed to temperatures of 0 degrees to -40 degrees F (-18 degrees to -40 degrees C). During the 1997 model year, GM produced 9,500 Chevrolet Corvettes, which will not comply with FMVSS No. 124 because, when tested with one return spring removed at temperatures below -26 degrees F, their accelerator pedal module assembly does not move quickly enough to cause the throttle to return to the idle position within 3 seconds.

GM described the noncompliance and supported its application with the following arguments:

The Chevrolet Corvette employs an electronic throttle control which adjusts the throttle position based on input from the accelerator pedal position. The accelerator pedal is equipped with three springs, any two of which are capable of returning the pedal to rest position. Once this occurs, the throttle returns to idle position approximately 0.2 seconds later. A test run in early May, however, raised a question about the ability of the pedal assembly to return at low temperatures.

GM believes that the failure of the pedal assembly to meet the throttle closing time requirements of FMVSS No. 124 at extremely low temperatures is inconsequential to motor vehicle safety for the following reasons.

1. *Vehicle Controllability*—In the unlikely event that all of the prerequisites necessary for the noncompliance occurred—that is, a return spring was disconnected or severed on a pedal assembly with residual oil, and the vehicle soaked at ambient temperatures below -32 degrees C—the vehicle would continue to be controllable both by the service brakes and as a result of the Brake Torque Management System.

2. *Reliability of the Accelerator Springs*—The condition which is the subject of GM's noncompliance decision can only occur if one of the return springs is severed or disconnected. The springs in the Corvette pedal assembly, however, have extremely high reliability and are not likely to fail in the real world.

3. *Condition Requires Extreme Temperatures; Pedal Assembly Warms Quickly*—As mentioned above, the root cause of the noncompliance condition is the residual oil on the pedal assemblies congealing below -32 degrees C. Testing at temperatures above that level resulted in full compliance with the FMVSS No. 124 time limits for all pedal assemblies tested. Therefore, the ambient temperatures required for the possibility of this noncompliance to exist are severe. Even if a vehicle with a disconnected return spring soaked under the necessary harsh conditions for a sufficient time to congeal the residual oil, the potential for the noncompliance to occur would exist for only a short time, because the pedal assembly would warm up quickly with activation of the vehicle heating system.

4. *Condition is Self-correcting*—Durability testing indicates that the condition improves with wear. Bench testing was conducted on five production pedal assemblies with poor